

Message Text

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PAGE 01 BONN 03282 011319Z

44

ACTION EUR-25

INFO OCT-01 ISO-00 EURE-00 DOTE-00 NSC-10 SS-20 CIAE-00

PM-07 INR-10 L-03 NEA-10 NSAE-00 PA-04 RSC-01 PRS-01

SPC-03 USIA-15 TRSE-00 SAM-01 SAJ-01 NSF-04 SCI-06

HEW-08 INT-08 HUD-02 DODE-00 CEQ-02 EB-11 IO-14

COME-00 FAA-00 EPA-04 OIC-04 DRC-01 /176 W
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TO SECSTATE WASHDC PRIORITY 762

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TAGS: NATO, SENV

SUBJECT: CCMS: ROAD SAFETY STUDY REPORT

REF: STATE 017572

THE FEDERAL MINISTRY OF TRANSPORT (FMT) HAS SUBMITTED ITS
COMMENTS ON THE ROAD SAFETY PILOT STUDY REPORT. THERE FOLLOWS
AN EMBASSY TRANSLATION:

RE SECTION II 2.

"PAGE II-2-6 PARAGRAPH 1 OF THE RECOMMENDATIONS FOR NATIONAL
ACTION SUGGESTS THAT ANNUAL OR MORE FREQUENT VEHICLE INSPECTIONS
TAKE PLACE. FOR PRIVATE PASSENGER CARS THE FRG INTENDS TO STICK
TO ITS PRESENTLY VALID REGULATION, ACCORDING TO WHICH THESE
VEHICLES ARE INSPECTED AT TWO YEAR INTERVALS.

RE SECTION II 4 - ALCOHOL AND HIGHWAY SAFETY

IN JULY 1973 THE FRG LEGALLY INTRODUCED THE 0.8 PARS PRO
MILLE LIMIT. FOR 1974 AN INTENSIVE PUBLIC INFORMATION PROGRAM
IS PLANNED. THEREFORE, EVALUATION OF THE RESULTS OF NEW RE-
GULATIONS AND THE PUBLIC EDUCATION CAMPAIGN WILL HAVE PRIORITY.
FIELD TESTS ARE NOT POSSIBLE IN THE FRG FOR LEGAL REASONS.

ALSO, THE BREATH ALCOHOL TEST EQUIPMENT AVAILABLE TO DATE CANNOT
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REPLACE BLOOD ALCOHOL DETERMINATION, INsofar AS THE SECURING

OF EVIDENCE FOR CRIMINAL PROCEDURES IS CONCERNED.

RE SECTION II 5 - ACCIDENT INVESTIGATION.

IN THE MIDDLE OF PAGE II-5-3 IT SHOULD READ:

CLINICAL OBSERVATION OF THE SERIOUS AND 'FATAL INJURIES (INCLUDING
EVENTUALLY AN AUTOPSY).'

THIS WORDING WAS AGREED IN PARIS ON NOVEMBER 27, 1973.

RE SECTION II 7 - EXPERIMENTAL SAFETY VEHICLES

IT IS RECOGNIZED THAT THE DEVELOPMENT OF ESV PROTOTYPES OVER
THE PAST FEW YEARS HAS LED TO CONSIDERABLE PROGRESS IN THE
SAFETY OF MOTOR VEHICLES. IN PRINCIPLE, THIS IS ALSO TO BE
EXPECTED FROM THE FUTURE DEVELOPMENT OF ESV PROTOTYPES. HOWEVER,
IT SHOULD NOT BE OVERLOOKED THAT IT MAY BE NECESSARY TO EMPHASIZE
RESEARCH IN CERTAIN INDIVIDUAL AUTO SAFETY FIELDS BECAUSE OF THE
LIMITED RESEARCH AND DEVELOPMENT CAPACITY OF AUTOMOBILE MANU-
FACTURERS.

THE FEDERAL REPUBLIC OF GERMANY, THEREFORE, WISHES TO SUGGEST
THAT THE RESOLUTION ON PAGE II-7-10 BE AMENDED AS FOLLOWS:

PARAGRAPH 2 SHOULD READ:

2. 'DEMONSTRATED THE PRATICALITY OF THE TOTAL SYSTEMS ENGINERRING
APPROACH TO VEHICLE SAFETY AND THE PROBLEMS TO SAFETY DESIGN OF
MASS-PRODUCED VEHICLES, AND'

PARAGRAPH A OF 'DO HEREBY RESOLVE' ON PAGE II-7-10 SHOULD READ
AS FOLLOWS:

'TO CONTINUE THE DEVELOPMENT AND TESTING OF EXPERIMENTAL SAFETY
VEHICLES AND IMPROVED SAFETY SUBSYSTEMS AND THE RESEARCH IN AREAS
RELATED TO VEHICLE SAFETY AND THE EXCHANGE OF THE RESULTING
TECHNICAL INFORMATION UNDER THE EXISTING MEMORANDA OF UNDERSTANDING
AND ASSOCIATED TECHNICAL ANNEXES."

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